

20000415.ba v02_n866.bam.20000415

>From ???@??? Sat Apr 15 23:05:20 2000 -0500
Message-Id: <200004160403.e3G43qU06465@sco.theporch.com>
Date: Sat, 15 Apr 2000 23:03:25 CDT
From: Old Tube Radios <boatanchors@theporch.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: BOATANCHORS digest 2866

BOATANCHORS Digest 2866

Topics covered in this issue include:

- 1) trevor lewis
by "luc dugas" <collins2@globetrotter.net>
- 2) RE: Homebrew Sideband Rig
by James Hanlon <knjhanlon@uswest.net>
- 3) Re: 51J-2 Mysteries
by Al Klase <skywaves@bw.webex.net>
- 4) Re: 51J-2 Mysteries
by Al Klase <skywaves@bw.webex.net>
- 5) Another Transcon Chirp Tonite!
by "Christopher A.Bowne" <radiobwn@ricconnect.com>
- 6) Aerovox, mod. 76 Cap. Bridge
by Al Parker <anchor@coastalnet.com>
- 7) Re: P51 Mustang
by MODSTEPH@ACS.EKU.EDU
- 8) HP 200 OSCILLATOR
by JOHN.SEHRING@ecunet.org
- 9) Re: HP 200 OSCILLATOR
by "Spencer Petri" <wa5jci@flash.net>
- 10) Re: HP 200 OSCILLATOR
by Arden Allen <gumbear@pacbell.net>
- 11) WTB knob for 75S-3
by "BROWN,MIKHAEL (A-PaloAlto,ex1)" <mikhael_brown@agilent.com>
- 12) Re: VTVMs more varied than rigs.
by "Barry L. Ornitz" <ornitz@tricon.net>
- 13) Need: Manual for Lafayette 38 01131w tube checker
by dave or debbie metz <metzd@cfw.com>
- 14) What is an Oscillosyncroscope?
by Jerry Proc <jproc@idirect.com>
- 15) Re: Commercial Telegraph License
by "Sandy W5TVW" <ebjr@i-55.com>
- 16) RE: P51 Mustang
by "Jim Berry" <basalop@gte.net>
- 17) Re: P51 Mustang
by CLubisich@aol.com
- 18) Re: P51 Mustang

by CLubisich@aol.com
19) Re: P51 Mustang
by Arden Allen <gumbear@pacbell.net>
20) Re: Radios in a P-51A ??
by "Hue Miller" <kargokult@proaxis.com>
21) Re: Radios in a P-51A ??
by "Hue Miller" <kargokult@proaxis.com>
22) Re: What is an Oscillosyncroscope?
by Bill Cotter <bcotter@pop.uky.edu>
23) Re: P51 Mustang
by "Lloyd A. Scott, Jr." <res00goy@gte.net>
24) Re: P51 Mustang
by Dan <hankarn@pacbell.net>

Message-ID: <00d201bfa6e2\$1d520f00\$9343a98e@lucdugas>
From: "luc dugas" <collins2@globetrotter.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: trevor lewis
Date: Sat, 15 Apr 2000 10:54:25 -0300
MIME-Version: 1.0
Content-Type: multipart/alternative;
boundary="-----_NextPart_000_00CF_01BFA6C8.F6E78020"

This is a multi-part message in MIME format.

-----=_NextPart_000_00CF_01BFA6C8.F6E78020
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: quoted-printable

hi gang, i'm trying to retrieve the email address of trevor lewis from =
new-hampshire. i owe him several tubes that i'd like to ship but due to =
computer failure lost all info about that gentleman. thanks in advance. =
luc ve2lgj 73s

-----=_NextPart_000_00CF_01BFA6C8.F6E78020
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

* * * * *
* ---REMAINDER OF MESSAGE TRUNCATED--- *
* This post contains a forbidden message format *
* (such as an attached file, a v-card, HTML formatting) *
* Mail Lists at theporch.com only accept PLAIN TEXT *
* If your postings display this message your mail program *
* is not set to send PLAIN TEXT ONLY and needs adjusting *
* * * * *

-----=_NextPart_000_00CF_01BFA6C8.F6E78020--

Message-ID: <38F8A211.5C3F3915@uswest.net>
Date: Sat, 15 Apr 2000 11:08:34 -0600
From: James Hanlon <knjhanlon@uswest.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: Homebrew Sideband Rig
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

All y'all,

For anyone who would like more information on the early development of SSB, or SSSC, there are several good articles in Electric Radio. Jim Muscgrove had a series, "The First Fifty Years of Sideband," in ER number 31, 32 and 33, November 1991 through January 1992. I also wrote "The Beginnings of Amateur Single Sideband" that appeared in ER #112, August 1998. My story starts back in 1910 with AT&T's development of SSB for carrier telephone and transatlantic radio services. The first amateur use of SSB I could find recorded was in 1933. Robert Moore, W6DEI, one of the Editors and Engineers people in Santa Barbara had a filter rig on the air. He described it in a series of articles in R/9 magazine, September/October 33 and following issues. If anyone could provide me with a copy of the first article from that Sept/Oct issue, I'd appreciate it. I have the second and third articles in the story. There were supposedly half a dozen or so amateur SSB stations on the air by 1934.

So --- Art Collins didn't invent SSB after all!

73,

Jim, W8KGI

Message-ID: <38F8A15F.142007D2@bw.webex.net>
Date: Sat, 15 Apr 2000 13:05:35 -0400
From: Al Klase <skywaves@bw.webex.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: 51J-2 Mysteries

Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Larry and The Group,

I had one of the early 51J-2's for quite a number of years. It had the single octal-tube PT0 w/o VR tube as you describe. Was never able to find a schematic that showed this.

R174 and C223 decouple the B+ bus to the crystal calibrator, RF amp, and 6BE6 mixers. See the upper-left corner of the schiz. It took me a while to find it. The components are physically located near the PT0. I'd suspect a shorted C223.

Hope this helps,
Al

--

Al Klase - N3FRQ
skywaves@bw.webex.net
Flemington, NJ 08822
Web Page: <http://www.webex.net/~skywaves/home.htm>

Message-ID: <38F8A23E.33DBC4D@bw.webex.net>
Date: Sat, 15 Apr 2000 13:09:18 -0400
From: Al Klase <skywaves@bw.webex.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: 51J-2 Mysteries
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

RE: My recent post:

R174 feeds the calibrator and the SCREENS of the mixers, so I can imagine the set might sorta work with the resistor disconnected.

Al

--

Al Klase - N3FRQ
skywaves@bw.webex.net

Flemington, NJ 08822

Web Page: <http://www.webex.net/~skywaves/home.htm>

Message-ID: <01BFA6E7.C01F5BC0@dial20.v34.westerly.riconnect.com>
From: "Christopher A.Bowne" <radiobwn@riconnect.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Another Transcon Chirp Tonite!
Date: Sat, 15 Apr 2000 14:34:44 -0400

Ted, W3PWW, announced on the OMRN this morning that we will be trying another transcon CW session with Dennis, W7QHO out in California at 0100 EDT/0500Z 4/16/00. That is early tomorrow AM here out east, and late tonight PM out west. BC-375s/191s the weapons of choice, but all are welcome. Frequency 3570 kc.

73,

Chris Bowne, AJ1G
Stonington, CT
radiobwn@riconnect.com
AMI No. 211

Message-Id: <3.0.6.32.20000415145256.00939830@mail2.coastalnet.com>
Date: Sat, 15 Apr 2000 14:52:56 -0400
To: Old Tube Radios <boatanchors@theporch.com>
From: Al Parker <anchor@coastalnet.com>
Subject: Aerovox, mod. 76 Cap. Bridge
Mime-Version: 1.0
Content-Type: text/plain; charset="iso-8859-1"
Content-Transfer-Encoding: 8bit

Hi Folks,

This neat looking Aerovox, mod. 76 Cap.- Res. Bridge followed me home from the Raleigh 'fest last wkend. A quick look inside revealed several paper caps, a ck showed the eye tube is dim, and the variable output DC for leakage testing doesn't go much above 100v, vs 4-500 scale. Obviously it needs some attention.

There are several tubes in it, and the "unknown value" scale is linear, vs the log. type usually seen. I could go at it "blindly", try to map the schematic out, etc, --

But- Does anyone have a schematic for this unit? Even a manual?

Any info would be greatly appreciated. I'd hate for this one to hit the "queue" and sit for unknown months. Much rather get to it while the interest/urgency is there. It does look like a more useful item than the Heath tester I've been using.

tnx & 73,

Al, W8UT
New Bern, NC
BoatAnchors appreciated here
anchor@coastalnet.com

And remember; "-They don't make tubes nowadays like they used to..."

Date: Sat, 15 Apr 2000 15:22:07 -0400 (EDT)
From: MODSTEPH@ACS.EKU.EDU
Subject: Re: P51 Mustang
To: Old Tube Radios <boatanchors@theporch.com>
Message-id: <01J09PM71Y2U000MHX@ACS.EKU.EDU>
MIME-version: 1.0
Content-type: TEXT/PLAIN; CHARSET=US-ASCII

Jack wrote:

As I remember reading about WW2 and through other books, the P51 was used only in Europe.

Not so. They were used elsewhere - I believe it was a flight of Army Air Corps P-51's that shot down Yamamoto's plane, e.g. - a bit away from Europe.

73, Al N5AIT

Date: Sat, 15 Apr 2000 15:28:12 -0400 (EDT)
Message-Id: <200004151928.PAA23062@ecunet.org>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: HP 200 OSCILLATOR
From: JOHN.SEHRING@ecunet.org

To: boatanchors@theporch.com

I have an all octal HP 200CD.

HP's undocumented production changes drives me nuts! I have a handful of schematics for it & not one is a match.

This lack of configuration management is just inexcusable, IMHO. I do admire HP a lot though.

-John Sehring (Fri, Apr 14, 2000, Custer SD) UCC WB0EQ

Message-ID: <00c601bfa71a\$9625a120\$ed0b1ed1@default>
From: "Spencer Petri" <wa5jci@flash.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: HP 200 OSCILLATOR
Date: Sat, 15 Apr 2000 15:38:40 -0500
MIME-Version: 1.0
Content-Type: text/plain;
 charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

>
> I have an all octal HP 200CD.
>
> HP's undocumented production changes drives me nuts! I have a handful of
> schematics for it & not one is a match.

Speaking of HP, I have a HP 200AB audio osc., anyone got a book for it?

Thanks,

Pete WA5JCI

Date: Sat, 15 Apr 2000 12:47:36 -0700
From: Arden Allen <gumbear@pacbell.net>
Subject: Re: HP 200 OSCILLATOR
To: Old Tube Radios <boatanchors@theporch.com>
Message-id: <0FT200ETRPP0JQ@mta5.snfc21.pbi.net>
MIME-version: 1.0
Content-type: text/plain; charset=ISO-8859-1
Content-transfer-encoding: 7bit

Hi John;

> HP's undocumented production changes drives me nuts! I have a handful of
> schematics for it & not one is a match.
>
> This lack of configuration management is just inexcusable, IMHO. I do
> admire HP a lot though.

That's not really the case. HP had to have good configuration management to build, service and improve the myriad of test equipment they had. But they went about it economically. Once a manual was published it didn't get updated until there were drastic design changes, usually changing a model number suffix letter. Each manual supplied had one or more addendum sheets stuck in which had a habit of getting lost. You were supposed to update the manual yourself! Rarely done though.

The 200CD had a very long run with many improvements along the way. There were several manual updates and untold numbers of addendum sheets,and all of yours are lost!! Hi! (sorry) 73.

Arden Allen KB6NAX Vallejo, CA gumbear@pacbell.net

Message-ID: <999F6F1E8EB8D311AC190090277A772601FA842A@axcs08.cs.itc.hp.com>
From: "BROWN,MIKHAEL (A-PaloAlto,ex1)" <mikhael_brown@agilent.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: WTB knob for 75S-3
Date: Sat, 15 Apr 2000 16:59:19 -0400
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"

Does anyone have the main tuning knob and three knobs for the Cal, Band and emission for a collins 75S-3 receiver. I can send a photo to show you which ones I need.

Thanks,

Mike
N6WIG

--

Mikhael Brown <mikhael_brown@agilent.com>

From: "Barry L. Ornitz" <ornitz@tricon.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: VTVMs more varied than rigs.
Date: Sat, 15 Apr 2000 18:58:32 -0400
Message-ID: <01bfa72e\$1f9bc660\$295d62d8@Tricon.naxs.com>
MIME-Version: 1.0
Content-Type: text/plain;
charset="utf-8"
Content-Transfer-Encoding: 7bit

Mike et al.,

You are quite correct about the proliferation of VTVM circuits.

A review of a number of VTVM circuits was presented in the journal Electronics by James N. Thurston in the time period of 1945 to 1947. Thurston is W4PPB and he was a graduate student at the MIT Radiation

Laboratory when the article was written. Jim later taught at Clemson and was department head of their electrical engineering program at one time. He served on both of my graduate committees and taught several excellent courses that I took. It would be difficult to find a better professor and better friend than Jim.

73, Barry L. Ornitz WA4VZQ ornitz@tricon.net

>So for the circuitry orientated student, the make offer box's stash of
>test gear might be a profitable pursuit.

Message-Id: <2.2.32.20000415230505.00756a78@127.0.0.1>
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
Date: Sat, 15 Apr 2000 19:05:05 -0400
To: Old Tube Radios <boatanchors@theporch.com>
From: dave or debbie metz <metzd@cfw.com>
Subject: Need: Manual for Lafayette 38 01131w tube checker

just wondering if anybody has a manual with the settings for a Lafayette tube/transistor tester, 38-1131W. I have already checked the usual sources to purchase one and come up dry. It's probably not worth the cost of copying it but it's brand new, still in the original box and obviously seen little if any use. It's a square box about 10" square, perhaps 3" high with 7 tube sockets, a nuvistor socket, and a transistor socket. Along the bottom are 12 slide switches. If anyone would have one, could you drop me a note? In advance, thanks for reading.

dave

Message-ID: <38F905EC.1532345C@idirect.com>
Date: Sat, 15 Apr 2000 20:14:37 -0400
From: Jerry Proc <jproc@idirect.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: What is an Oscillosyncroscope?
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Hi Folks,

Today at a flea market I saw an oscillosyncroscope. Never heard of this device. What is it?

--

Regards,
Jerry Proc VE3FAB jproc@idirect.com
Web: www3.sympatico.ca/hrc/haida
HMCS HAIDA Historic Naval Ship, Toronto Ontario

Message-ID: <000e01bfa73c\$b48d51e0\$6364e7d0@sandy-s-pentium>
From: "Sandy W5TVW" <ebjr@i-55.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Commercial Telegraph License
Date: Sat, 15 Apr 2000 19:41:19 -0500
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

>" The FCC's web site shows that 1st, 2nd, and 3rd class R/T
> licenses are still available, and that having a current
> Amateur Extra Class will automatically give you credit
> for Telegraph Elements 1 (16wpm, random groups) and 2
> (20wpm, plain text); Elements 1 and 2 are required for the
> 3rd and 2nd Class ticket."
>
>A very good idea! What is a good study guide today?
>
>Richard Brunner, AA1P, rbrunner@gis.net

Last time I inquired, the FCC isn't even giving these tests
anymore?
I renewed mine a year or so ago and figured I'd probably not be
able to do it again. The license certificates got chinzier every
year, until now, I could make better on my ink jet printer!
I remember the first one I got back in 1951 was printed from a
genuine
engraving on some very nice paper! Wish I'd kept it now!
Also wish I'd kept my first "Technician" license that was later
endorsed "General" in the FCC New Orleans office!
Last renewal of the Amatuer License was done with a
laser printer on "check stock". When the printing and stock
was supurb, the license was free. Last 2nd Telegraph
License renewal cost \$60 and the paper/printing is very
chinzy!

73,
Sandy W5TVW

From: "Jim Berry" <basalop@gte.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: P51 Mustang
Date: Sat, 15 Apr 2000 18:22:30 -0700
Message-ID: <000001bfa742\$3be97920\$16030f3f@default>
MIME-Version: 1.0
Content-Type: text/plain;
 charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Those were P-38's that shot down Yamamoto.

I am not much into airplanes, but I kind of don't think there were any P-51's used in the Pacific Theater.

73 Jim K7SLI

> Jack wrote:
> As I remember reading about WW2 and through other books,
> the P51 was
> used
> only in Europe.
>
> Not so. They were used elsewhere - I believe it was a
> flight of Army Air Corps P-51's that shot down Yamamoto's
> plane, e.g. - a bit away from Europe.
>
> 73, Al N5AIT
>
>

From: CLubisich@aol.com
Message-ID: <77.307d7e4.262a73b9@aol.com>
Date: Sat, 15 Apr 2000 21:39:05 EDT
Subject: Re: P51 Mustang
To: Old Tube Radios <boatanchors@theporch.com>
MIME-Version: 1.0
Content-Type: text/plain; charset="US-ASCII"
Content-Transfer-Encoding: 7bit

Al wrote:

"Not so. They were used elsewhere - I believe it was a flight of Army Air Corps P-51's that shot down Yamamoto's plane, e.g. - a bit away from Europe."

Hi Boatanchor pilots:

P-51D's did escort B-29's on long range missions, but . . . Admiral Yamamoto's G4M1 "Betty" flying from Rabaul to Bougainville was intercepted and shot down on April 18, 1943, by 14 aircraft of the 347th FG, 339th FS, 13th Air Force from Fighter Base Two ("Cactus") on the besieged island of Guadalcanal. They were flying the only aircraft at the time capable of covering the distance required: P-38F Lightning.

Regards,
Carl

From: CLubisich@aol.com
Message-ID: <c5.427a568.262a757b@aol.com>
Date: Sat, 15 Apr 2000 21:46:35 EDT
Subject: Re: P51 Mustang
To: Old Tube Radios <boatanchors@theporch.com>
MIME-Version: 1.0
Content-Type: text/plain; charset="US-ASCII"
Content-Transfer-Encoding: 7bit

Hi folks:

Arden Allen wrote:

"I remember reading the P-51 was NA's 100 day wonder. Did they really poach a Brit design?"

I know we're getting a little off topic, but being an ever so slightly more of an aviation history buff than a hollow state buff (I guess I better find an other group!) I just couldn't resist . . . sorry.

The P-51, being one the best, if not the best aircraft to come out of WW2, was indeed designed, built and test flown in 100 days. First flight being in October, 1940, the aircraft passed all tests and was in production by the end of 1940. It was designed and built by NA in response to a British specification and order.

The Mustang I (RAF) or P-51 (USAAF) had the Allison V-1710-F3R engine rated at 1,000 h.p. @ 12,000 ft. Due to poor performance at height the RAF designated it as a low-altitude reconnaissance fighter. It's first such sortie performed on July 27, 1942.

The Mustang II (RAF) or P-51A (USAAF) did away with some armament and in later versions offered an upgraded powerplant: the Allison V-1710-81(F20R) rated at 1,125 h.p. @ 15,500 ft.

The Mustang III (RAF) or P-51B and P-51C (USAAF) were the first to be fitted with the Rolls Royce Merlin engine and four bladed propeller. The conversion

being done in Great Britain by Rolls Royce using their Merlin 61 engine rated at 1,400 h.p. @ 12,000 ft. The improved performance made everybody very happy. NA immediately did a re-design to take the Packard V-1650-3 (Packard built, under license, Rolls Royce Merlin 68 engine rated at 1,400 h.p. takeoff and over 1,650 h.p. maximum power) which was going into production here in the US. This model was put into production in 1943 and first saw action in December, 1943. On January 15, 1944, P-51B's of the U.S. 8th Air Force, equipped with drop tanks for the first time, made their first long-range bomber escort mission. It is said by many experts that this was one of the turning points for WW2.

Mustang IV (RAF) or P-51D (USAAF) a redesign of the 'B' sporting the classic "notch-back" and "bubble" canopy. These aircraft served with the USAAF in all theaters of WW2. This one had the Packard V-1650-7 engine (Rolls Royce Merlin 69) rated at 1490 h.p. takeoff and over 1,650 h.p. max.

More than you wanted know? Well, what totally astounds me is that there weren't just a couple of hundred of these things built, nor just a couple of thousand. But a total production run of 15,686. That's a lot of aircraft, a lot of engines, pistons, camshafts, con rods, valves, cam gears, superchargers, etc. Gauges for everything. And, last but certainly not least (and an attempt to get on topic) a lot of radios, tubes, capacitors, etc. Also, many design changes occurring in a short period of time. It's mindboggling to think of the tremendous production capacity required to reach these numbers. Just turning out 15,000 radios of the time with the required precision and skill was a feat in itself. And it all worked. A tribute to all those engineers, designers, workers and so on. Whatever happened to all that "stuff". And this is just one aircraft!

Regards,
Carl

Date: Sat, 15 Apr 2000 18:50:12 -0700
From: Arden Allen <gumbear@pacbell.net>
Subject: Re: P51 Mustang
To: Old Tube Radios <boatanchors@theporch.com>
Message-id: <0FT300AYJ6FMRZ@mta6.snfc21.pbi.net>
MIME-version: 1.0
Content-type: text/plain; charset=ISO-8859-1
Content-transfer-encoding: 7bit

All;

B-29's flying from the Marianas to bomb mainland Japan were initially accompanied by escort fighters. The longest range pursuits were '38's and '51's as they carried drop tanks but the '51's were the best we had at

war's end and we needed to protect the '29's. It turned out that Japan had almost nothing to send up after the bombers and fighter escorts had little to do. Yes, P-51's saw action in the Pacific theater.

Arden Allen KB6NAX Vallejo, CA gumbear@pacbell.net

Message-ID: <019901bfa750\$78732ea0\$aafc36ac6@oemcomputer>
From: "Hue Miller" <kargokult@proaxis.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Radios in a P-51A ??
Date: Sat, 15 Apr 2000 20:04:19 -0700
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

-----Original Message-----
From: David Stinson <arc5@ix.netcom.com>

|The P-51-A carried the SCR-274N (Three receivers, two transmitters)
|or (later) the SCR-522 command radios.

--Considering that the P-51 seems (to me)
to have entered service in 1944, i am
asking if the SCR-522 would really have
been installed, say, in 1945 production,
and not some other model of vhf, for
example ARC-1 ?
Hue Miller

Message-ID: <01bd01bfa751\$ea6d89a0\$aafc36ac6@oemcomputer>
From: "Hue Miller" <kargokult@proaxis.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Radios in a P-51A ??
Date: Sat, 15 Apr 2000 20:14:43 -0700
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

-----Original Message-----
From: Lenox Carruth <carruth@geo-thermal.com>

If the aircraft was stationed in Great Britain
|with the 8th Air Force, it would not have had an IFF installation and,
|most likely.....it probably would have
|originally been fitted with the SCR-274N.

Notwithstanding all of this, the SCR-274N looks more
|impressive and the receivers would be great for listening on long
|flights.

--Except that if this were military wartime,
wouldn't the pilot have to avoid disturbing the
preset tuning of this communications channel,
since resetting it might be difficult? Would the
local tuning flex cable even be installed?
Hue Miller

Message-Id: <3.0.5.32.20000415232549.009c97f0@pop.uky.edu>
Date: Sat, 15 Apr 2000 23:25:49 -0400
To: Old Tube Radios <boatanchors@theporch.com>
From: Bill Cotter <bcotter@pop.uky.edu>
Subject: Re: What is an Oscillosyncroscope?
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Jerry,

Synchrosopes are typically used in power generating facilities
where alternators are brought on-line and must be synchronized
before cut-in. There are probably many other applications, this is
one an old submarine sailor told me about.

73 bill n4alg

At 08:14 PM 4/15/00 -0400, you wrote:

>Hi Folks,

>

>Today at a flea market I saw an oscillosyncroscope. Never heard of
>this device. What is it?

>

>--

>

>Regards,

>Jerry Proc VE3FAB jproc@idirect.com

>Web: www3.sympatico.ca/hrc/haida

>HMCS HAIDA Historic Naval Ship, Toronto Ontario

>

>

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ARRL ARCI #9878 QRP1 #1646 QCWA #29393 FISTS #4535

Hammarlund SP-600JX26 S/N: 12552 (R-274C/FRR '52 S/N: 2659)
Collins R-388/URR '51 S/N: 1175
Collins R-390A '55 S/N: 633 EAC R-390A '67 S/N: 3669
Philco R-392 '59 S/N: 167 HQ-180 '69 S/N: 2409

Message-ID: <38F935B0.3ECD920@gte.net>
Date: Sat, 15 Apr 2000 20:38:24 -0700
From: "Lloyd A. Scott, Jr." <res00goy@gte.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: P51 Mustang
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Reference the P-38's in the South Pacific. An attorney friend of mine here in Bartow, Florida, just 18 at the time flew a P-38 from Henderson Field on Guadalcanal. friends of his from his fighter group were selected to shoot down Yamamoto. Eddie told me about flying from Port Moresby to Rabaul, Buna, Doha Dourer, and other Japanese airfields in New Guinea and New Georgia bombing them. He thinks the P-38 is the greatest. Also little is known, but Charles Lindbergh did some test flights in the P-38 in the South Pacific during W.W.II. I think that Washington wanted him to devise some aerial combat training for the Americans. Lloyd Scott

Jim Berry wrote:

> Those were P-38's that shot down Yamamoto.
>
> I am not much into airplanes, but I kind of don't think there were
> any P-51's used in the Pacific Theater.

>
> 73 Jim K7SLI
>
> > Jack wrote:
> > As I remember reading about WW2 and through other books,
> > the P51 was
> > used
> > only in Europe.
> >
> > Not so. They were used elsewhere - I believe it was a
> > flight of Army Air Corps P-51's that shot down Yamamoto's
> > plane, e.g. - a bit away from Europe.
> >
> > 73, Al N5AIT
> >
> >

Date: Sat, 15 Apr 2000 21:04:17 -0700
From: Dan <hankarn@pacbell.net>
Subject: Re: P51 Mustang
To: Old Tube Radios <boatanchors@theporch.com>
Cc: Old Tube Radios <boatanchors@theporch.com>
Message-id: <38F93BC1.79B3F43D@pacbell.net>
MIME-version: 1.0
Content-type: text/plain; charset=us-ascii
Content-transfer-encoding: 7bit

Well, I will probably get thrown in the penalty box since this is off topic.

>From the concept to the first flight of the Mustang it was 100 days +- a few days. The A-36 was the initial design. They then went through A, B, C very fast and finally settled down on the P-51-D with the bubble canopy of which I used to own one. The older version was known as the slab side due to the canopy i.e. flat with fold out Plexiglas panels.

The engine was a Rolls Royce Merlin V-1650- a few mod numbers. Not as the Allison V 1710 which was a larger enhancement of the Merlin and the Packard "MERLIN" in the PT boats. The 1710 on the P-38 had different camshafts and propellers as the engines rotated in opposite directions. and also the engine was turbocharged, while the P-51 was supercharged above FL180 and when you put the throttle to the metal you could feel your credit card bite you in you know where.

I have flown over 375 different types of airplanes from J-2 Cubs through Boeing 747's including a few jet fighters and I want to tell you there is nothing like pulling 62" HG and 3200 RPM and hearing the sound of the

exhaust and the feel of the power on brake release burns a hole in your memory bank.

Don't get me wrong on a jet fighter when you cut in the burner and get that kick in the rear is neat but it ain't a -51 or a Turkey or -47.

They did have SCR-274N, BC-1203 and or BC-1306 plus a 75Mc Marker receiver, ADF MN-26 I believe for the early versions, ARN-6 later. SCR-522 later ARC-3 and ARC-8, a FEW had ARC-27's in ADC post along with APX-6 IFF just before they were retired.

The F-82 Twin Mustang was powered by Allison V-1710's and I forget the dash number. Two versions first was a high performance Day Interceptor and the latter was an All Weather Interceptor with a large RADAR pod that was between the two fuselages and stuck out ahead of the props. The RO was in the right side and his controller was to operate the RADAR scanner antenna for positioning for the bogey. They were directed by GCI to the target. Our big target in the early 50's were the Operation Sign post B-36's out of the 52Nd Ftr.Intr. Wing at McGuire AFB,NJ.

If the F-82 could get to FL350 or above and had a 6:oclock they might get a score but in most cases they lost as the 36 was gone adios bye bye. The twin went through a series of radio updates until the F-94 A came on the scene, then the sled the F-89 Scorpion along with the F-102. F-106 and the F-94C. Then along came the Rocket with a man in it the F-104 Starfighter Mach II, brake release to FL400 if I remember correctly 92 seconds like a world record in its day. I think the F-15 and -16 beat that now a'days with weight to power. They have no BA's for radios. Hi.
Hank

End of BOATANCHORS Digest 2866
